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# Hongkong Daily Press.

ESTABLISHED 1857.

NO. 12,691.

號十九百五十二萬壹第 日七月十五年四月二日光

HONGKONG TUESDAY, JULY 5TH, 1898.

二三

西五百七十八九百八千零九

PRICE \$2<sup>5</sup> PER MON. H.

SHIPPING.

ARRIVALS  
July 4, HANCOCK French str. 700. C. Minard.  
Hippopotamus, Japanese str. and  
General A. W. Johnson.  
July 4, MARMALADE, MANLY, Japanese str.  
Nippon YUKEN KAREN.  
July 4, KWANGTUNG, CHINESE, 1,500. Lincoln,  
Canton 4th July, General C. M. S. N. Co.  
July 4, Queen, British str. 2,200. John  
Sims.  
July 4, British str. 1,000. A. W.  
Trotter 30th June, General  
FIELD & SWINE.  
LANTIC U.S. d. boat from Manila.  
TAHSIEN, British str. 1,541. Saver,  
Shanghai 20th June, General JARDINE,  
MATTHEWS & CO.  
July 4, DAPHNE, British cruiser 1,400. A. A.  
Galloway, Doges and Samson 245. Holton  
Sagon 30th June, Ile de BRADLEY & CO.

DEPARTURES  
AT THE HARBOUR MASTERS OFFICE  
Tahsien, British str. for San Domingo.  
Gulliver, British str. for Sutong.  
Piccadilly, German str. for Yokohama.  
Nordi, Norwegian str. for Bangkok.  
Mount Hebrew, British str. for St. Maarten.  
Hongsheng, French str. for Haiphong.  
Chingto, Man, Japan str. for Yokohama.  
Pronto, German str. for Tientsin.  
Admiral, British str. for Swatow.  
Tsun, Norwegian str. for Ningpo.  
Germanic, German str. for Rangoon.  
Kiangnan, Chinese str. for Swatow.

Wines & Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines & co., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machine.

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Fire Extinguishing Mains on every floor.

Charges Moderate.

PEAK HOTEL  
1,350 feet above sea level.

A FIRST CLASS HOTEL adjoining the

TELEGRAPH TERMINALS.

FINE HEALTHY LOCATION, commanding

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mainland of China and Islands.

Cool Southern Breezes in summer.

Conveniences, roomy, attractive service, and

excellent Cuisine.

CHAIKINGHAI is now open. Apply for

Rooms to Manager, Peak Hotel.

GEO. J. CASANOVA,  
Manager.

Chef de Cuisine.

City Office, No. 7, Duddell Street.

PASSAGERS ARRIVED.

For Matsuyama, Maria, for Shanghai, from

Singapore. Mr. and Mrs. Walsh, and Miss

Walsh; for Japan, Mr. and Mrs. Clark.

Per Tung-tung, Shanghai. Miss Faz,

Chang Yung Fung, and Ling Ti Shee.

DEPARTED.

Per Hongkong, for Haiphong, Rev. Leaven.

Per Tung-tung, for Kobe. Mrs. H. C. Franklin

and Mrs. Mother; for Tacoma, Mr. J. B. Con-

sider, for San Francisco; Mr. and Mrs. A. Hold-

DEPARTED.

Per Tung-tung, for Sydney, Mr. F. S. Kelly.

Per Tung-tung, for Manila, Mr. and Mrs. J. W. Ford.

Mr. J. L. Parsons, Capt. Pommack Maxwell.

Miss G. U. Price, H. B. Goodfellow ap. G.

McDonald; for Melbourne, Mrs. G. Osborne and 2

children, Mrs. R. Y. Barry, and Baron C. von

Swaine; for Adelaide, Mr. F. W. Humphries.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. G. Asquith, Mr. and Mrs. Anna and

Mrs. J. H. Atkinson, Mr. W. S. Macleod

Mr. S. M. Alsop, Mr. H. A. Steele and

Mr. Angus, Mr. J. H. Allen.

Mr. A. Balfour, Mr. K. H. Brewin

Mr. H. G. Balfour, Mr. W. T. Marlow

Mr. R. Balfour, Mr. J. L. Mayers

Mr. L. Balfour, Mr. J. M. Mayson

Mr. Henry Balfour, Mr. A. Mackellar

Mr. G. W. M. Balfour, Mr. G. W. May Jr.

Miss Mary, Mr. D. M. Barnes, Mr. H. Mayne

T. B. Balfour, Mr. B. Maynard

Telegraphic Address, "Bawista".

HING KEE HOTEL  
(ESTABLISHED 1873)

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J. MARCUS, Chef de Cuisine.

City Office, No. 7, Duddell Street.

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Mr. L. Balfour, Mr. J. M. Mayson

Mr. Henry Balfour, Mr. A. Mackellar

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DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
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LIMITED.

## WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

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PA. C. 100

A—THORNE'S BLEND, White Capsule .....	\$10.30
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark .....	10.80
C—WATSON'S ABERLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark .....	12.00
D—WATSON'S H. K. D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule .....	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule .....	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABERLOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price. It is well known for its fine flavour.

It is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED.  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

Hongkong, 14th June, 1891. [24]

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Unto communications relative to the news columns  
should be addressed to THE EDITOR.

Correspondents must forward their name and address  
with communications addressed to THE EDITOR, not  
otherwise, and as soon as possible after receipt of the same.

All letters for publication should be written on one  
side of the paper only.

No anonymous signed communications that have  
already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be  
addressed to THE EDITOR, 10, QUEEN'S ROAD CENTRAL,  
P.O. Box 39. Telephone No. 12.

DEATH.  
At Shanghai, on the 25th June, 1891, CARL  
FREDRICK, eldest son of F. BISCHOF, Infant Sea  
Pilot, aged 16 years.

The Daily Press.

HONGKONG, JULY 5th, 1891.

With reference to the letter of Mr. OSBORNE published in another column, the term "recommendations of the Sanitary Board" as used in our leading article of yesterday possesses a specific meaning, namely, the recommendations of the Sanitary Board as formulated in the recently published report of that body upon the report of the Insanitary Properties Commission. In that document the Board says:

"Every house should have an open space in the rear, of the area mentioned in the following table, which area should extend for at least half the width of the house and from the back wall of such house to the line of division between it and the adjoining house or property.— Houses exceeding 40 ft. in depth, 50 sq. ft.; exceeding 40 ft. not exceeding 50 ft., 90 sq. ft.; exceeding 50 ft. not exceeding 60 ft., 130 sq. ft.; exceeding 60 ft., 175 sq. ft."

According to this table, which has not yet been brought into legal operation, the houses in Pottinger Street under discussion should have an open area of 50 sq. ft., whereas as a matter of fact the average open area per house is over 80 sq. ft. In point of law no open area at all need have been provided. As has been pointed out by Dr. CLARK, "there is no power to prevent the erection of back-to-back houses, except, upon land purchased after the passing of Ordinance 24 of 1887," which practically means that the whole of the city outside of Tsimshain can be erected with back-to-back houses. If the Sanitary Board were asked what width of back yard it would recommend for any particular houses, using the word "recommend" in its ordinary sense, they would no doubt recommend an area far in excess of that mentioned in the scale above quoted, but it is a different question when they are asked to say what area should be legally compulsory, having regard not only to what is desirable in the abstract but to what is possible in the concrete. With reference to the permission to erect verandas over Crown land, of which Mr. OSBORNE also makes mention, it is the case, we understand, that the Government withdraws permission unless the owners of property acquired before the passing of the Health Ordinance and which is being rebuilt provide open areas, but it would seem that compliance with the provisions of the Ordinance is not rigidly insisted upon in such cases, the necessary permission being given in some instances when areas are provided of less extent than those mentioned in the Ordinance. There is a certain amount of give and take in the matter. Where an owner is not legally compelled

to provide any open area at all it may be worth while to give him permission to erect verandas over the side path as an inducement to him to provide such open areas, even though they are not of the dimensions laid down in the Public Health Ordinance as applicable to houses built on land acquired from the Crown after the date of that Ordinance. Some latitude in granting the permits seems necessary, because while an owner would recognise it as being to his interest to provide a certain amount of open space in order to obtain the privilege of erecting verandas over Crown land, if the amount of land he is required to sacrifice is greater than he will be compensated for by the verandas, he will do without the verandas and no good at all will be done.

In connection with the question of back-to-back houses we must correct a misapprehension that may have arisen from our remarks of yesterday with reference to the Charleston and the vessels she conveyed. We said that when the lots south of the Police Station were sold they were laid out with ten feet scavenging lanes, but when other lots in the village were subsequently sold the lanes were omitted, thus offering encouragement to the erection of objectionable back-to-back houses. The lots more particularly referred to were those on the south-east side of Yau Ma Tei. During the last few days in Mr. Cooren's time, there has always been provision made for a scavenging lane, both at Yau Ma Tei and at Hung Hom.

There were no new cases of plague or deaths from the disease on Sunday or yesterday.

There were 1,574 visitors to the City Hall Museum last week, of whom 152 were Europeans.

On Saturday another Indian policeman was sentenced to seven days' imprisonment for indecent exposure.

At the Magistracy yesterday two boatwomen were each fined \$3, or 14 days for refusing to accept a legal fare at Pudding Wharf.

A couple of coolies were yesterday fined \$10 or a month by Commandant Hastings for cutting and damaging trees at Wan Chai Gap.

A boleymaker who had stolen four coins and a saucer from Victoria Barracks was yesterday sentenced to four months' imprisonment for the offence.

On Sunday four coolies who were far out in drink deposited a sick person in a public street. They were taken to the Police Station, and yesterday fined \$3. It was not a plague case.

Meers, Lamke and Rogie kindly inform us that they received a telegram yesterday from Messrs. W. G. Hale & Co., Saigon, to the effect that quarantine on all vessels arriving from Hongkong has been removed.

Whitehead, Fawcett & Co. have been removed.

Another point bearing upon this matter is that no verandas may be erected over side walks without permission of the Government, and in the case of property acquired before the passing of the Health Ordinance the Government have, I believe, withheld this permission to the Admiralty for the accommodation of the troops, and no date was lost in dissipinating.

The detachment, which is under the command of General T. M. Anderson, includes 2,500 troops and 123 naval officers and marines. The troops comprise four companies of regulars under Major Robt. 1,000 men of the First California Volunteers, under Colonel James F. Smith; 1,000 men of the Oregon Volunteers, under Col. Culbert Summers; and a battery of heavy artillery. The City of Foch carried a very heavy cargo, the previous part of this load consisting of 400 tons of ammunition for the Admiralty.

One of the principal events of last week was the capture of the Spanish gunboat about three miles out by the McCaffery. She had on board a number of Spanish soldiers and officials and 14 Spanish women and children. Among the officials was the Governor of Pampanga. The latter had been considerably harassed by the insurgents ashore. The food supply had given out, and realising that starvation was at hand, and preferring to be captured by the Americans rather than by the insurgents, he decided to take to the Leyte and to get into Manila if possible and not to surrender unconditionally to Admiral Dewey. As he had some sick and wounded on board he thought the Admiral might possibly permit him to pass through the Sanitary Board, and accordingly sent a telegram to the Admiralty asking permission to be received by the Sanitary Board.

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Queensland, and he expressed a hope that the International Conference on the Indian question would be able to reach a satisfactory conclusion, which would lead to the holding of the British Government will impose countervailing duties on bountiful fed sugar.

#### RESOURCES OF VICTORIA.

London, 6th June.  
Lord Brussey, Governor of Victoria, read a paper before a meeting of the London Chamber of Commerce held in the Salter's Hall, "night, on the "Patriotism of Australia." Sir Albert-Rollett, president of the London Chamber of Commerce and of the Associated Chambers of Commerce of the United Kingdom, presided, and among those present were Lord Lough, formerly Governor of Victoria; Sir Saul Samuel, late Agent-General for New South Wales; Sir Andrew Clarke, Agent-General for Tasmania; Sir Robert Peel, late Attorney-General, and many members of the Australasian section of the London Chamber of Commerce.

Lord Lough, in proposing a vote of thanks to Lord Brussey, spoke in eloquent terms of the services he had rendered, and stated that he had earned the gratitude of the community which he so gallantly and of the motherland. Lord Lough also congratulated Victoria upon the prospect of prosperity to the colony.

#### AN AUSTRALASIAN CLUB.

London, 8th June.  
A provisional committee has been appointed with the object of forming an Australasian Club in the City.

#### THE WAR REVENUE BILL.

News from Washington states that the amount made by the Senate in the War Revenue Bill have been rejected by the House of Representatives, and arrangements are now being made for a conference between the two Houses of Congress to settle the matters in dispute.

Mr. Lyman J. Gage, Secretary of the Treasury in the U.S. Cabinet, states in a letter to the House of Representatives that it will be necessary to convert into \$70,000,000 dollars' worth of gold now held by the Treasury.

Mrs. Gage further states that it is expected that gold to the amount of \$20,000,000 to \$15,000,000 dollars will be received in the United States from the Admiralty during the month of July.

AMERICAN DRINKS ON SPAIN.

London, 7th June.  
In the course of an interview with a representative of the Paris Times Mr. Chauncy Dewey stated that if the war between America and Spain were prolonged the demands of America would be increased, and there was a feeling on the part of America that this plan was instantly crushed by the popular editor of the leading China paper, who declared that no man ought to give his wife lessons in bicycling. He said that such a duty ought to fall entirely on unmarried bachelors, who would be free to go their own way directly the instruction was over. In that case, he added, should the wife be in the habit of leaving her husband and pupil they should part company whenever she chose, whereas a husband in the same position not only has to suffer the fatigue of the lesson, but also the protests and remonstrances which invariably follow a lack of success. This point being uncontested, a naval friend who was dining with us very kindly and tactfully remarked that I should go out with him next day. My courage began to fail me, and I faintly suggested that it would better to wait a little while, until I had somewhat recovered the fatigue of my recent voyage. But the enthusiastic cyclist would brook no delay. They insisted that once on a bike fatigues were unknown any more than the rest of one's life. I did not know what health was until I had secured an infallible recipe for attaining it by daily cycling.

Biked in every direction, I at length gave in, and after a sleepless night, during which I fervently prayed that either the weather or an energetic Admiral's order might prevent my nautical friend from fulfilling his appointment, I awoke next morning to find myself standing on the steps of the Astor House awaiting my first lesson. There before me was the instrument of torture, its handles gleaming in the sunlight and looking maliciously innocent as it stood there, quiescent, supported by a bounding lion.

The latter's cheery manner somehow reassured me and I proceeded to mount with his assistance, not a little to my own surprise, a task which I had never before been able to accomplish.

Once up, I longed to get down again, but my companion was inexorable and sternly led me on towards the Bund, a quivering helplessness figure, clutching wildly at the handlebars, and dimly conscious that crowds of grinning women were eagerly watching the spectacle. I can truthfully say that I was not a minute older when I reached the end of the first walk, when, however, my untrained companion drew me over and laid at Prince Melfko's feet, killing him.

THE RISING IN SIBERIA.

London, 8th June.  
Reports from the West Coast of Africa state that the native insurgents in the hinterland of Sierra Leone, who rose in rebellion on account of the imposition of the hut tax, are now deserting their leaders.

THE CANADIAN GOVERNOR-GENERAL.

London, 8th June.  
The Canadian House of Commons has unanimously passed a resolution expressing regret at the intended resignation of the Earl of Aberdeen, Governor-General of the Dominion.

GREAT BRITAIN AND AMERICA.

London, 8th June.  
The Right Hon. G. N. Cuzen, Parliamentary Secretary to the Foreign Office, stated to the House of Commons last evening that negotiations were proceeding for a settlement of all pending questions between Great Britain and the United States.

THE ANGLO-AMERICAN COMMISSION.

London, 8th June.  
It is announced from Ottawa that Sir Willard Laurier (the Canadian Premier), Sir R. J. Cartwright (Minister of Trade and Commerce), and Sir L. Davies (Minister of Marine and Fisheries) have been appointed to represent Canada on the Anglo-American Commission which is to settle all the matters in dispute between Canada and the United States.

THEIR BURNING PARATY.

A young man and woman at Scarborough, where a mother and her six children were accidentally burned to death.

OBSTRUCTION IN THE AUSTRIAN RAILWAYS.

Speaking in the Austrian Reichstag yesterday Herr Schlesinger declared that if the present obstruction on the part of the Czechs and other non-German parties were continued a revolution would follow, as Germany would not permit the German Austrians to be annihilated.

A ST. PETERSBURG TRAGEDY.

London, 8th June.  
News has been received from St. Petersburg of a tragic termination to the career which was being held here, and which was attended by a large number of Russian nobles. It appears that during the proceedings a quarrel arose between Prince Melfko and Prince Caracciolo. A scene ensued, in the course of which Prince Melfko shot his opponent. Another notable drew a revolver and fired at Prince Melfko, killing him.

THE GERMAN ELECTIONS.

London, 8th June.  
News from Berlin states that Count Posadowsky has made an appeal to all German patriots to unite in order to defeat the Socialists at the coming elections for the German Reichstag.

MY CYCLING LESSONS.

BY ONE WHO HAS SURVIVED THEM.  
Somewhat, so long as I was at home, I never felt the slightest inclination to cycle. One day, I had seen all my girl friends whiz about on their bicycles, and I wanted to do the same. Once at Hertford, and all the higher streets, made quite oblivious to the fact that they were having fun, and that their real and obvious duty was to join in the crusade against him. Even the attractions of Florence, that city of the Arno, whom I spent nearly the whole of 1887, and whose splendid park is now a world-famed resort for cyclists, failed to tempt me. I am a simpleton, I suppose, but I used to catch everyone disappearing from the hotel in the morning without a single regret, as I sat at my morning window, and when I met them later, in the Cascine, hot, tired, and dusty, I felt a certain thrill of triumph as I needed to them under my cool sunshade, and I shook out my cool grey skirt, and I was off again, and I was off again.

At first, I had chosen the better part. I must confess that I had slight misgivings, when the heat of the morning gave way to the delicious cool softness of an Italian afternoon; then indeed a certain charm seemed to hang about even cycling, and as I watched the gay crowd wheeling in and out of the many labyrinth of the Cyclo Club, distinguishing itself from the others, and looking at the girls of a small Victoria, and the relative comfort of dainty silk cushions as contrasted with a hard saddle and no rest for one's back.

Shortly after this, however, I returned to the East, and from the moment I reached the Norddeutscher Lloyd steamer "Prussia," my fate was sealed. I apparently had no boat to call my own, and the Captain of the ship had given me a couple of ever-present children, who rode a small tandem machine up and down the deck every afternoon from two to four o'clock, much to the annoyance of older and more sleepily inclined passengers. Even at meals, we were allowed no rest, the conversation was entirely about holiday tours, broken records, and the like, and I was compelled to sit up all night, with great weariness to the delights of a small Victoria, and the relative comfort of dainty silk cushions as contrasted with a hard saddle and no rest for one's back.

The British steamer "Sienan," from Sington 30th June, had moderate winds and fine clear weather. The British steamer "Kuei-ting," from Tientsin 26th June, had foggy weather and light S.E. winds, fresh. Taku bar to Suddie. Bon Sudie to port moderate variable winds and fine weather.

The British steamer "Tzicang," from Shanghai 20th June, and Swatow 3rd July, had fine weather and S.E. and S.W. winds, sea smooth. Rain leaving Swatow and fresh wind during the night.

NOTICE.

NOTICE is hereby given that the owners of the TITLE DEED of Lot No. 4 in the British Concession, Shimon, has been LOST, and that if it be not found within one month from the date of this advertisement it will be canceled and stepped out to obtain a new deed.

K. D. ADAMS,  
By his Attorney,  
HERBERT F. DENT

Canton, 24th June, 1893. [1354]

sixty days impossible to conceal. It was decided to make the best of the situation, the respective hotels, the biking facilities, and so on proceeded to look after the comfort of the mechanical treasure, whilst the unfortunate infant might sleep on neglected, and with the Fates had created it a bike, instead of a baby.

When I got to Shanghai, my worst fears were realized, not only did neither all my friends stand about to offer me a helping hand, but my husband, from whom I had been parted for eighteen months, actually put me into the carriage awaiting us, and after directing the *wayfarer* to drive to the Astor House, informed me that he had his bike with him, and would therefore probably not be able to help me. I was greatly annoyed at this, and my husband, who was a quiet man with whom I had been familiar eight months before, but I saw something instantly with which I had never been familiar in his eyes, and wonder if I were sleeping, for there, from my bewilderment, I saw a host of the big, bright, smiling faces of various young men with whom I had been familiar in the eight months before. But I saw something instantly with which I had never been familiar in his eyes, and wonder if I were sleeping, for there, from my bewilderment, I saw a host of the big, bright, smiling faces of various young men with whom I had been familiar in the eight months before.

It is to answer this that I had gone out, and resolved not to tell him so until better treatment from his part justified my compliment. When my ears had subsided, and I began to think again of my veil and my fringe, I summed myself by looking out of my window, and saw a small crowd of various young men with whom I had been familiar in the eight months before.

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## VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY COY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 16 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN, Consdr. G. A. Lee, R.N.R., WEDNESDAY, 20th July, 1891.

EMPEROR OF CHINA, Consdr. R. Archibald, R.N.R., WEDNESDAY, 10th Aug., 1891.

EMPEROR OF INDIA, Consdr. O. P. Marshall, R.N.R., WEDNESDAY, 31st Aug., 1891.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, arriving THREE DAYS TO A WEEK in the Trans-CONTINENTAL TRAINS, making connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS, which connect with the CANADIAN PACIFIC RAILWAY, and across the Continent of the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which pass through Great Britain and the Continent are open choice of Passengers. Board through all principal points and AROUND THE WORLD. Return tickets to all points of return rates, Gold for 4, 6, 9, and 12 months.

Passenger Tickets granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route entitle its PALATIAL STEAMSHIPS to a place in the World's LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company's Route), the highest award for speed at noon Chicago World's Exhibition), and a diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through the Railways passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Fetter Street.

Hongkong, 30th June, 1891.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Proposed Steamer Tons Captain Proposed Sailing.

VICTORIA 3,147 J. Truebridge July 12 BRAEMAR 2,604 E. Porter Aug. 13  
OLYMPIA 2,078 J. H. Dobson Aug. 13 MOGUL 6,654 H. Butler Sept. 1  
ARIZONA 1,434 A. Panton, R.N.R. Aug. 23  
TACOMA 2,549 A. Dixon Sept. 17 BRAEMAR 2,605 E. Porter Nov. 5

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. DOCTOR and STEWARDES carried.

Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railised travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route of HONGKONG to VICTORIA, TACOMA, or PORTLAND, 238.

The best route to the KLDY GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland Oregon, for Goods Shipped by that route.

Bills of Lading must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL &amp; CO., General Agents.

Hongkong, 5th July, 1891.

NIPPON YUSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SANKEI MARU [M] MARESHIRES, LONDON, & ANT. TUESDAY, 5th July, at 4 P.M.  
W. Townsend  
NEEP, VIA SINGAPORE, PEKING...  
COLOMBO & PONT SAID...  
MATSUMOTO MARU [M] KOBE & YOKOHAMA THURSDAY, 7th July, at NOON.  
J. Niro  
VIAVADIVOSTOCK VIA SHANGHAI FRIDAY, 8th July, at NOON.  
T. Matsu  
CHEFOO, CHENGULU, NAGASAKI, FUSAN & GENSAN...  
KIOJUN MARU [M] SEATTLE, WASH. U.S.A. v. KORE THURSDAY, 14th July, at 4 P.M.  
A. E. Moses  
VIALES, LONDON & ANT. TUESDAY, 19th July, at 4 P.M.  
F. L. Sonnen  
WEP, VIA SINGAPORE (Tranship. to NAGO, COLOMBO, and PONT SAID)...  
MATAKA MARU [M] FREIGHT, VIA SINGAPORE, PEKING...  
T. Leigh  
VIA THE ISLAND SEA OF JAPAN, KOBE AND YOKOHAMA...  
T. Leigh  
VIA THE ISLAND SEA OF JAPAN, KOBE AND YOKOHAMA...  
T. Leigh

\* Through Passenger Tickets and Bills of Lading issued for the PRINCIPAL Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer.

For further information as to Freight, Passage, Sailing, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 5th July, 1891.

PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL ON REMARKS.

LONDON [C] CEYLON, (G. H. C. Weston, R.N.R.) Noon, 6th July... Freight or Passage.  
YOKOHAMA VIA SHAL, JAPAN, (T. Leigh) About 6th July... Freight or Passage. (Passing through the Island Sea).  
LONDON, &c. [C] VERA... Noon, 9th July... See Special Advertisement.  
YOKOHAMA VIA NA. (R. H. L. Burcham) 6 P.M., 9th July... Freight or Passage. (Passing through the Island Sea).  
SHANGHAI [C] CONGOLENE... About 8th July... Freight or Passage.  
P. N. Tilard

H. A. RITCHIE, Superintendent.

Hongkong, 5th July, 1891.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SOUTHERN, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERANAKAN GOLD, CONTINENTAL AND AMERICAN PORTS.

THE Steamer.

"VERONA"

Captain S. Burcham, carrying Her Majesty's Posts, will be despatched from this for BOMBAY and STRAITS, on SATURDAY, the 9th JULY, at Noon, taking Passengers and Crew.

Cables and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. for letter mailing. The Contents and Value of all Packages are required.

Ships are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to H. A. RITCHIE.

Hongkong, 27th June, 1891.

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